

SOP APPROVAL FORM

TETRA TECH EM INC.

ENVIRONMENTAL STANDARD OPERATING PROCEDURE

PACKAGING AND SHIPPING SAMPLES

SOP NO. 019

REVISION NO. 5

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Date

1.0 BACKGROUND

In any sampling program, the integrity of a sample must be ensured from its point of collection to its final disposition. Procedures for classifying, packaging, and shipping samples are described below. Steps in the procedures should be followed to ensure sample integrity and to protect the welfare of persons involved in shipping and receiving samples. When hazardous substances and dangerous goods are sent by common carrier, their packaging, labeling, and shipping are regulated by the U.S. Department of Transportation (DOT) Hazardous Materials Regulations (HMR, *Code of Federal Regulations*, Title 49 [49 CFR] Parts 106 through 180) and the International Air Transportation Association (IATA) Dangerous Goods Regulations (DGR).

1.1 PURPOSE

This standard operating procedure (SOP) establishes the requirements and procedures for packaging and shipping samples. It has been prepared in accordance with the U.S. Environmental Protection Agency (EPA) "Sampler's Guide to the Contract Laboratory Program (CLP)," the DGR, and the HMR. Sample packaging and shipping procedures described in this SOP should be followed for all sample packaging and shipping. Deviations from the procedures in this SOP must be documented in a field logbook. This SOP assumes that samples are already collected in the appropriate sample jars and that the sample jars are labeled and tagged appropriately.

1.2 SCOPE

This SOP applies to sample classification, packaging, and shipping.

1.3 DEFINITIONS

Custody seal: A custody seal is a tape-like seal. Placement of the custody seal is part of the chain-of-custody process and is used to prevent tampering with samples after they have been packaged for shipping.

Dangerous goods: Dangerous goods are articles or substances that can pose a significant risk to health, safety, or property when transported by air; they are classified as defined in Section 3 of the DGR (IATA 1999).

Environmental samples: Environmental samples include drinking water, most groundwater and ambient surface water, soil, sediment, treated municipal and industrial wastewater effluent, and biological specimens. Environmental samples typically contain low concentrations of contaminants and when handled require only limited precautionary procedures.

Hazardous Materials Regulations: The HMR are DOT regulations for the shipment of hazardous materials by air, water, and land; they are located in 49 CFR 106 through 180.

Hazardous samples: Hazardous samples include dangerous goods and hazardous substances. Hazardous samples shipped by air should be packaged and labeled in accordance with procedures specified by the DGR; ground shipments should be packaged and labeled in accordance with the HMR.

Hazardous substance: A hazardous substance is any material, including its mixtures and solutions, that is listed in Appendix A of 49 CFR 172.101 and its quantity, in one package, equals or exceeds the reportable quantity (RQ) listed in the appendix.

IATA Dangerous Goods Regulations: The DGR are regulations that govern the international transport of dangerous goods by air. The DGR are based on the International Civil Aviation Organization (ICAO) Technical Instructions. The DGR contain all of the requirements of the ICAO Technical Instructions and are more restrictive in some instances.

Nonhazardous samples: Nonhazardous samples are those samples that do not meet the definition of a hazardous sample and **do not** need to be packaged and shipped in accordance with the DGR or HMR.

Overpack: An enclosure used by a single shipper to contain one or more packages and to form one handling unit (IATA 1999). For example, a cardboard box may be used to contain three fiberboard boxes to make handling easier and to save on shipping costs.

1.4 REFERENCES

U.S. Department of Transportation, Transport Canada, and the Secretariat of Communications and Transportation of Mexico (DOT and others). 1996. "1996 North American Emergency Response Guidebook."

International Air Transport Association (IATA). 1997. "Guidelines for Instructors of Dangerous Courses."

IATA. 1999. "Dangerous Goods Regulations." 40th Edition.

U.S. Environmental Protection Agency. 1996. "Sampler's Guide to the Contract Laboratory Program." Office of Solid Waste and Emergency Response. Washington, DC. EPA/540/R-96/032. On-Line Address: <http://www.epa.gov/oerrpage/superfund/programs/clp/guidance.htm#sample>

1.5 REQUIREMENTS AND RESOURCES

The procedures for packaging and shipping **nonhazardous** samples require the following:

- Coolers
- Ice
- Vermiculite, bubble wrap, or similar cushioning material
- Chain-of-custody forms and seals
- Airbills
- Resealable plastic bags for sample jars and ice
- Tape (strapping and clear)

The procedures for packaging and shipping **hazardous** samples require the following:

- Ice
- Vermiculite or other non-combustible, absorbent packing material
- Chain-of-custody forms and seals
- Appropriate dangerous goods airbills and emergency response information to attach to the airbill

- Resealable plastic bags for sample jars and ice
- Tape (strapping and clear)
- Appropriate shipping containers as specified in the DGR
- Labels that apply to the shipment such as hazard labels, address labels, "Cargo Aircraft Only" labels, and package orientation labels (up arrows)

2.0 PROCEDURES

The following procedures apply to packaging and shipping nonhazardous and hazardous samples.

2.1 SAMPLE CLASSIFICATION

Prior to sample shipment, it must be determined whether the sample is subject to the DGR. Samples subject to these regulations shall be referred to as hazardous samples. If the hazardous sample is to be shipped by air, then the DGR should be followed. Any airline, including FedEx, belonging to IATA must follow the DGR. As a result, FedEx **may not** accept a shipment that is packaged and labeled in accordance with the HMR (although in most cases, the packaging and labeling would be the same for either set of regulations). The HMR states that a hazardous material may be transported by aircraft in accordance with the ICAO Technical Instruction (49 CFR 171.11) upon which the DGR is based. Therefore, the use of the DGR for samples to be shipped by air complies with the HMR, but not vice versa.

Most environmental samples are not hazardous samples and do not need to be packaged in accordance with any regulations. Hazardous samples are those samples that can be classified as specified in Section 3 of the DGR, can be found in the List of Dangerous Goods in the DGR in bold type, are considered a hazardous substance (see definition), or are mentioned in "Section 2 - Limitations" of the DGR for countries of transport or airlines (such as FedEx). The hazard classifications specified in the DGR (and the HMR) are as follows:

Class 1 - Explosives

Division 1.1 - Articles and substances having a mass explosion hazard

- Division 1.2 - Articles and substances having a projection hazard but not a mass explosion hazard
- Division 1.3 - Articles and substances having a fire hazard, a minor blast hazard and/or a minor projection hazard but not a mass explosion hazard
- Division 1.4 - Articles and substances presenting no significant hazard
- Division 1.5 - Very sensitive substances mass explosion hazard
- Division 1.6 - Extremely insensitive articles which do not have a mass explosion hazard

Class 2 - Gases

- Division 2.1 - Flammable gas
- Division 2.2 - Non-flammable, non-toxic gas
- Division 2.3 - Toxic gas

Class 3 - Flammable Liquids

Class 4 - Flammable Solids; Substances Liable to Spontaneous Combustion; Substances, which, in Contact with Water, Emit Flammable Gases

- Division 4.1 - Flammable solids.
- Division 4.2 - Substances liable to spontaneous combustion.
- Division 4.3 - Substances, which, in contact with water, emit flammable gases.

Class 5 - Oxidizing Substances and Organic Peroxide

- Division 5.1 - Oxidizers.
- Division 5.2 - Organic peroxides.

Class 6 - Toxic and Infectious Substances

- Division 6.1 - Toxic substances.
- Division 6.2 - Infectious substances.

Class 7 - Radioactive Material

Class 8 - Corrosives

Class 9 - Miscellaneous Dangerous Goods

The criteria for each of the first eight classes are very specific and are outlined in Section 3 of the DGR and 49 CFR 173 of the HMR. Some classes and divisions are further divided into packing groups based on their level of danger. Packing group I indicates a great danger, packing group II indicates a medium danger, and packing group III indicates a minor danger. Class 2, gases, includes any compressed gas being

shipped and any noncompressed gas that is either flammable or toxic. A compressed gas is defined as having a pressure over 40 pounds per square inch (psi) absolute (25 psi gauge). Most air samples and empty cylinders that did not contain a flammable or toxic gas are exempt from the regulations. An empty hydrogen cylinder, as in a flame ionization detector (FID), is considered a dangerous good unless it is properly purged with nitrogen in accordance with the HMR. A landfill gas sample is usually considered a flammable gas because it may contain a high percentage of methane. Class 3, flammable liquids, are based on the boiling point and flash point of a substance. Most class 3 samples include solvents, oil, gas, or paint-related material collected from drums, tanks, or pits. Division 6.1, toxic substances, is based on oral toxicity (LD_{50} [lethal dose that kills 50 percent of the test animals]), dermal toxicity (LD_{50} values), and inhalation toxicity (LC_{50} [lethal concentration that kills 50 percent of the test animals] values). Division 6.1 substances include pesticides and cyanide. Class 7, radioactive material, is defined as any article or substance with a specific activity greater than 70 kiloBecquerels (kBq/kg) (0.002 [microCuries per gram μ Ci/g]). If the specific activity exceeds this level, the sample should be shipped in accordance with Section 10 of the DGR. Class 8, corrosives, are based on the rate at which a substance destroys skin tissue or corrodes steel; they are not based on pH. Class 8 materials include the concentrated acids used to preserve water samples. Preserved water samples are not considered class 8 substances and should be packaged as nonhazardous samples. Class 9, miscellaneous dangerous goods, are substances that present a danger but are not covered by any other hazard class. Examples of class 9 substances include asbestos, polychlorinated biphenyls (PCB), and dry ice.

Unlike the DGR, the HMR includes combustible liquids in hazard class 3. The definition of a combustible liquid is specified in 49 CFR 173.120 of the HMR. The HMR has an additional class, ORM-D, that is not specified in the DGR. "ORM-D material" refers to a material such as a consumer commodity, that although otherwise subject to the HMR, presents a limited hazard during transport due to its form, quantity, and packaging. It must be a material for which exceptions are provided in the table of 49 CFR 172.101. The DGR lists consumer commodities as a class 9 material.

In most instances, the hazard of a material sampled is unknown because no laboratory testing has been conducted. A determination as to the suspected hazard of the sample must be made using knowledge of the site, field observations, field tests, and other available information.

According to 40 CFR 261.4(d) and (e), samples transported to a laboratory for testing or treatability studies, including samples of hazardous wastes, are **not** hazardous wastes. FedEx will not accept a shipment of hazardous waste.

2.2 PACKAGING NONHAZARDOUS SAMPLES

Nonhazardous samples, after being appropriately containerized, labeled, and tagged, should be packaged in the following manner. Note that these are general instructions; samplers should be aware of any client-specific requirements concerning the placement of custody seals or other packaging provisions.

1. Place the sample in a resealable plastic bag.
2. Place the bagged sample in a cooler and pack it to prevent breakage.
3. Prevent breakage of bottles during shipment by either wrapping the sample container in bubble wrap, or lining the cooler with a noncombustible material such as vermiculite. Vermiculite is especially recommended because it will absorb any free liquids inside the cooler. It is recommended that the cooler be lined with a large plastic garbage bag before samples, ice, and absorbent packing material are placed in the cooler.
4. Add a sufficient quantity of ice to the cooler to cool samples to 4 °C. Ice should be double bagged in resealable plastic bags to prevent the melted ice from leaking out. As an option, a temperature blank (a sample bottle filled with distilled water) can be included with the cooler.
5. Seal the completed chain-of-custody forms in a plastic bag and tape the plastic bag to the inside of the cooler lid.
6. Tape any instructions for returning the cooler to the inside of the lid.
7. Close the lid of the cooler and tape it shut by wrapping strapping tape around both ends and hinges of the cooler at least once. Tape shut any drain plugs on the cooler.
8. Place two signed custody seals on the cooler, ensuring that each one covers the cooler lid and side of the cooler. Place clear plastic tape over the custody seals.
9. Place address labels on the outside of the cooler.
10. Ship samples overnight by a commercial carrier such as FedEx.

2.3 PACKAGING HAZARDOUS SAMPLES

The procedures for packaging hazardous samples are summarized below. Note that according to the DGR, all spellings must be exactly as they appear in the List of Dangerous Goods, and only approved abbreviations are acceptable. The corresponding HMR regulations are provided in parentheses following any DGR referrals. The HMR must be followed only if shipping hazardous samples by ground transport.

1. Determine the proper shipping name for the material to be shipped. All proper shipping names are listed in column B of the List of Dangerous Goods table in Section 4 of the DGR (or column 2 of the Hazardous Materials Table in 49 CFR 172.101). In most instances, a generic name based on the hazard class of the material is appropriate. For example, a sample of an oily liquid collected from a drum with a high photoionization detector (PID) reading should be packaged as a flammable liquid. The proper shipping name chosen for this sample would be "flammable liquid, n.o.s." The abbreviation "n.o.s." stands for "not otherwise specified" and is used for generic shipping names. Typically, a specific name, such as acetone, should be inserted in parentheses after most n.o.s. descriptions. However, a technical name is not required when shipping a sample for testing purposes and the components are not known. If shipping a hazardous substance (see definition), then the letters "RQ" must appear in front of the proper shipping name.
2. Determine the United Nations (UN) identification number, class or division, subsidiary risk if any, required hazard labels, packing group, and either passenger aircraft or cargo aircraft packing instructions based on the quantity of material being shipped in one package. This information is provided in the List of Dangerous Goods (or Hazardous Materials Table in 49 CFR 172.101) under the appropriate proper shipping name. A "Y" in front of a packing instruction indicates a limited quantity packing instruction. If shipping dry ice or a limited quantity of a material, then UN specification shipping containers do not need to be used.
3. Determine the proper packaging required for shipping the samples. Except for limited quantity shipments and dry ice, these are UN specification packages that have been tested to meet the packing group of the material being shipped. Specific testing requirements of the packages is listed in Section 6 of the DGR (or 49 CFR 178 of the HMR). All UN packages are stamped with the appropriate UN specification marking. Prior planning is required to have the appropriate packages on hand during a sampling event where hazardous samples are anticipated. Most samples can be shipped in either a 4G fiberboard box, a 1A2 steel drum, or a 1H2 plastic drum. Drums can be purchased in 5- and 20-gallon sizes and are ideal for shipping multiple hazardous samples. When FedEx is used to ship samples containing PCBs, the samples must be shipped in an inner metal packaging (paint can) inside a 1A2 outer steel drum. This method of packaging PCB samples is in accordance with FedEx variation FX-06, listed in Section 2 of the DGR.

4. Place each sample jar in a separate resealable plastic bag. Some UN specification packagings contain the sample jar and plastic bag to be used when shipping the sample.
5. Place each sealed bag inside the approved UN specification container (or other appropriate container if a limited quantity or dry ice) and pack with enough noncombustible, absorbent, cushioning material (such as vermiculite) to prevent breakage and to absorb liquid.
6. Place chain-of-custody forms in a resealable plastic bag and either attach it to the inside lid of the container or place it on top inside the container. Place instructions for returning the container to the shipper on the inside lid of the container as appropriate. Close and seal the shipping container in the manner appropriate for the type of container being used.
7. Label and mark each package appropriately. All irrelevant markings and labels need to be removed or obliterated. All outer packagings must be marked with proper shipping name, UN identification number, and name and address of the shipper and the recipient. For carbon dioxide, solid (dry ice), the net weight of the dry ice within the package needs to be marked on the outer package. For limited quantity shipments, the words "limited quantity" or "LTD. QTY." must be marked on the outer package. Affix the appropriate hazard label to the outer package. If the material being shipped contains a subsidiary hazard, then a subsidiary hazard label must also be affixed to the outer package. The subsidiary hazard label is identical to the primary hazard label except that the class or division number is not present. It is acceptable to obliterate the class or division marking on a primary hazard label and use it as the subsidiary hazard label. If using cargo aircraft only packing instructions, then the "Cargo Aircraft Only" label must be used. Package orientation labels (up arrows) must be placed on opposite sides of the outer package. Figure 1 depicts a properly marked and labeled package.
8. If using an overpack (see definition), mark and label the overpack and each outer packaging within the overpack as described in step 7. In addition, the statement "INNER PACKAGES COMPLY WITH PRESCRIBED SPECIFICATIONS" must be marked on the overpack.
9. Attach custody seals, and fill out the appropriate shipping papers as described in Section 2.4.

2.4 SHIPPING PAPERS FOR HAZARDOUS SAMPLES

A "Shippers Declaration for Dangerous Goods" and "Air Waybill" must be completed for each shipment of hazardous samples. FedEx supplies a Dangerous Goods Airbill to its customers; the airbill combines both

the declaration and the waybill. An example of a completed Dangerous Goods Airbill is depicted in Figure

2. A shipper's declaration must contain the following:

- Name and address of shipper and recipient
- Air waybill number (not applicable to the HMR)
- Page ____ of ____
- Deletion of either "Passenger and Cargo Aircraft" or "Cargo Aircraft Only," whichever does not apply
- Airport or city of departure
- Airport or city of destination
- Deletion of either "Non-Radioactive" or "Radioactive," which ever does not apply
- The nature and quantity of dangerous goods. This includes the following information in the following order (obtained from the List of Dangerous Goods in the DGR): proper shipping name, class or division number, UN identification number, packing group number, subsidiary risk, quantity in liters or kilograms (kg), type of packaging used, packing instructions, authorizations, and additional handling information. Authorizations include the words "limited quantity" or "LTD. QTY." if shipping a limited quantity, any special provision numbers listed in the List of Dangerous Goods in the DGR, and the variation "USG-14" when a technical name is required after the proper shipping name but not entered because it is unknown.
- Signature for the certification statement
- Name and title of signatory
- Place and date of signing certification
- A 24-hour emergency response telephone number for use in the event of an incident involving the dangerous good
- Emergency response information attached to the shipper's declaration. This information can be in the form of a material safety data sheet or the applicable North American Emergency Response Guidebook (NAERG; DOT 1996) pages. Figure 3 depicts the appropriate NAERG emergency response information for "Flammable liquids, n.o.s." as an example.

Note that dry ice does not require an attached shipper's declaration. However, the air waybill must include the following on it: "Dry ice, 9, UN1845, ____ x ____ kg." The blanks must include the number of packages and the quantity in kg in each package. If using FedEx to ship dry ice, the air waybill includes a box specifically for dry ice. Simply check the appropriate box and enter in the number of packages and quantity in each package.

The HMR requirements for shipping papers are located in 49 CFR 172 Subpart C.

3.0 POTENTIAL PROBLEMS

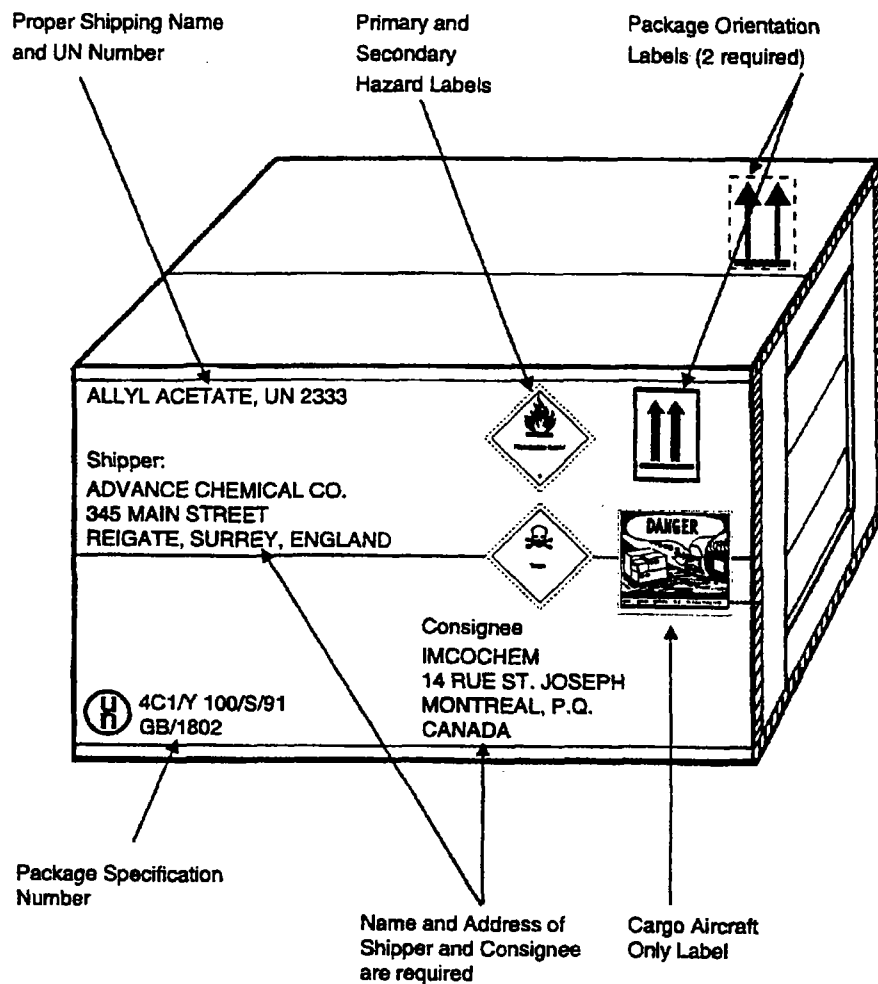
The following potential problems may occur during sample shipment:

- Leaking package. If a package leaks, the carrier may open the package, return the package, and if a dangerous good, inform the Federal Aviation Administration (FAA), which can result in fines.
- Improper labeling and marking of package. If mistakes are made in labeling and marking the package, the carrier will most likely notice the mistakes and return the package to the shipper, thus delaying sample shipment.
- Improper, misspelled, or missing information on the shipper's declaration. The carrier will most likely notice this as well and return the package to the shipper.

Contact FedEx with questions about dangerous goods shipments by calling 1-800-463-3339 and asking for a dangerous goods expert.

FIGURE 1

EXAMPLE OF A CORRECTLY MARKED AND LABELED DANGEROUS GOODS PACKAGE



Source: International Air Transport Association (IATA). 1997.

FIGURE 2

EXAMPLE OF A DANGEROUS GOODS AIRBILL

FedEx <i>Dangerous Goods</i> <i>Airbill</i> 11729489		Senders Copy RETAIN THIS COPY FOR YOUR RECORDS		<i>The World On Time</i>	
From Please print and press hard Date FILL IN Sender's FedEx Account Number 1788-8014-4 Sender's Name FILL IN Phone (312) 856 8700					
Company TETRA TECH EM INC Address 200 E RANDOLPH ST STE 4700 City CHICAGO State IL ZIP 60601					
Your Internal Billing Reference FILL IN To Recipient's Name FILL IN Phone FILL IN					
Company FILL IN Address FILL IN City FILL IN State FILL IN ZIP FILL IN					
For HOLD at FedEx Location check here <input type="checkbox"/> Hold Weekday <input type="checkbox"/> Hold Saturday For WEEKEND Delivery check here <input type="checkbox"/> Sunday Delivery <input type="checkbox"/> Sunday Delivery					
Express Package Service Packages up to 750 lbs. <input checked="" type="checkbox"/> FedEx Priority Overnight <input type="checkbox"/> FedEx Standard Overnight <input type="checkbox"/> FedEx 2Day <input type="checkbox"/> FedEx Express Saver					
Express Freight Service Packages over 150 lbs. <input type="checkbox"/> FedEx 10 day Freight <input type="checkbox"/> FedEx 20 day Freight <input type="checkbox"/> FedEx 30 day Freight					
Page 1 of 1 Pages Two completed and signed copies of this Declaration must be handed to the operator.					
TRANSPORT DETAILS This shipment is to be transported by: AIRCRAFT <input checked="" type="checkbox"/> PASSENGER AND CARGO AIRCRAFT <input type="checkbox"/> CARGO AIRCRAFT <input type="checkbox"/>		Airport of Departure: Chicago Airport of Destination: "City sending sample to"			
NATURE AND QUANTITY OF DANGEROUS GOODS Proper Shipping Name: Flammable liquid, n.o.s. Class or Division: 3 UN or I.D. No.: UN 1993 Packing Group: III Subsidary Risk: —		Quantity and Type of Packaging: 4 glass jars in a 2A2 steel drum Net Quantity: 4 L Packing Instr.: 309 Authorization: A3 USG-14			
Additional Handling Information: NAERG# 128 Attached. Prepared for AIR TRANSPORT according to: <input type="checkbox"/> 49 CFR <input checked="" type="checkbox"/> ICAO/IATA					
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name and are classified, packaged, marked, and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.					
Emergency Telephone Number (Required for U.S. Origin or Destination Shipments): FILL IN					
Name/Title of Signatory: ME, Environmental Scientist Place and Date: 200 E Randolph, Chicago, IL 01/28/00 Signature: [Signature]					
IF ACCEPTABLE FOR PASSENGER AIRCRAFT, THIS SHIPMENT CONTAINS RADIOACTIVE MATERIAL INTENDED FOR USE IN, OR INCIDENT TO, RESEARCH, MEDICAL DIAGNOSIS, OR TREATMENT.					

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